CALIFORNIA ROADS AT WAR

Railway Row That Promises Cheap Rates from the Pacific.

Four-Dollar Slices Cut Off the Regular Tariff-Reduction in Wages Accepted by Many Employes.

What promises to be a spirited rate war broke out yesterday in east-bound passenger rates from California points. The chief participants are the Southern Pacific and the Santa Fe, but the probabilities are that before all is over all the roads will be involved, and that rates all the way through from Pacific points to Chicago will be slashed to pieces. Each road accuses the other of being the aggressor in the fray. The Southern Pacific notified its connections east and north that the Southern California, which is the California end of the Santa Fe system, had made a \$4 cut in the through rate, and had threatened to reduce again if the Southern Pacific met the rate. The latter signified its intention of doing so, and asked its connections to pro rate with it in any further cuts that may be made. The Santa Fe's side of the story is that, by agreement, the through rate from Los Angeles via Sacramento and the direct lines should be \$4 lower than via San Francisco. When the Southern Pa-cific heard that members of the Los Augeles Board of Trade intended to visit Chicago in a body it ignored the agreement and offered to carry them via San Francisco at the same rate as the direct lines proposed to make. This was practically a out of \$4 via the San Francisco route. The present action of the Southern Pacific is taken simply to preserve the old basis, and to accomplish that purpose the Santa Fe will keep on cutting four-dollar slices off the rates till none are left to cut. Connections of the Southern Pacific are not disposed to prorate with it in the cuts, and will do so only so far as the action of the Santa Fe makes it necessary for them to protect their through business.

The Car-Service Association, Among the many improved methods of operation that are being continually worked out by the railways, none of recent date has been more satisfactory in its results to all concerned than that known as "car service." by which is meant demurrage charges, under the direction of an association of roads at specific points. To such an extent had the practice of using care as warehouses prevailed prior to the organization of such associations that, when first organized, they were strongly opposed by shippers, and the injustice of exacting a demurrage charge, after a reasonable allowance of time for loading or unloading, was loudly proclaimed; in some cases being carried into court. The courts have uniformly sustained the position taken by the railways, and the shippers have come, by actual experience, to understand that the system is an advantage to themselves as well as the railroads, for the that it operates to supthem with cars when needwhich otherwise would be held on side tracks, waiting the convenience of consignees to unload; so that now it is rare that any complaint is made because of such charges. It is not probable that the average detention of cars can be reduced much below the present figures, nor would it be wise to change the car-service charges from the present scale.

There is another feature in connection with this matter which is worthy of notice. Although shippers, as a rule, have come to acknowledge the justice of car-service charges, it does not add to their equinimity to see a car stand empty on a side track unemployed by the railroad company after they have been made to pay a charge for not unloading it within the required fortyeight hours after its receipt. The justice of car-service charges is claimed to be based upon the value of the cars to the railroad for use, and this claim is not strengthened when, after making a charge for the detention of the car, the railroads prove that they did not want it, and that it was of no present value to them by allowing it to stand unemployed.

The Reductions in Wages. Said a railroad official: "It is gratifying

to note how sensibly the railway employes are accepting the reductions in wages, and I think, when business improves, the railway managements may think it best to restore wages to the old basis. On the first of this month more men in all branches of service were subjected to a reduction in wages than at any time in the history of this country. Tens of thousands of railroad men had their wages reduced 10 d in some cases, 20 per cent., and have accepted the conditions without striking. which some feared they might do. themselves have seemed the fact that traffic off, and that one train is now doing the work of a division where two or three were required to do it when business was good, and this immense falling off in traffic made it apparent that a reduction in wages must come. All know that, so great is the railway mileage of the country, that the traffic usually responds to the growth of the population and the development of the country. For the months of July and August the decrease in earnings of the important lines runs up into the hundreds of thousands of dollars. A belief prevails that the worst has been passed, and from this on a larger percentage of the men who make their living in railroad service will find employment, and at the present scale of wages their monthly sarnings in busy times will be but a little below those of the last few prosperous rears with the roads.

Immense Passenger Traffic. Yesterday the Chicago roads did as heavy a passenger business as they have ever done in their history. It was one of the heaviest days with them of the world's fair period. It is estimated that they landed in Chicago not less than 150, (00 passengers. Of this number the Michigan Central brought in 10,000 from points in Michigan; the Santa Fe landed eighty-five carloads from Kansas points, and the Alton the Rock Island, the Burlington, the Chicago Great Western, the Wabash and other roads having lines in Kansas also did an immense business from the same State. The Santa Fe contingent embraced a party of editors of Kansas papers, their families, friends, to the number of three hundred. who came to participate in the celebration of Kansas week at the fair.

Earnings Increasing. The increase in the passenger earnings of the Monon were \$37,511 for the first week in September, as compared with the corresponding week last year. For July, which was considered a light month so far as world's fair business was concerned, the increase in passenger earnings on this road amounted to \$170,760, as compared with those of the corresponding month of last year. The significance of this increase will be better understood when it is stated that last year's business on that road exceeded by 50 per cent. that of the previous year.

Personal, Local and General Notes. Work has been resumed on the extension of the Chicago & Southeastern road to

All ticket collectors on the Big Four lines have been taken off. It required fitteen for the Chicago division.

John Lehr, late agent of the Peoria & Eastern at Peorle, has taken the place V. R. Brown, deceased, at Moorefield. Western roads have agreed to a one-fare rate from Texas points to Chicago and re-

turn for Texas day at the world's fair. William Greene, general manager of the Cincinnati, Hamilton & Dayton, was in the city, yesterday, on official business.

It is stated that E. O. McCormick, passenger traffic manager of the Big Four, will give a good position to W. R. Baldwin, formerly with him on the Monon, and later general passenger agent of the Cincinnati.

Wabash & Michigan. Owing to poor health for some months, he was not in active rail-

Last month the freight earnings of the Wabash decreased \$37,116, while the pas-senger earnings increased \$70,254 over Au-

T. Layton, local superintendent of the Pullman Palace-car Company, yesterday removed from the Jackson Place Block to the Union Station. George W. Stevens, general manager of

the Chesapeake & Ohio, passed through the city last evening, en route for Chicago, accompanied by his family. John T. Dye, general solicitor of the Big Four, and his local assistants, have removed their offices from the Ingalis Block to the company's new building on South

J. B. Harter, superintendent of the Chicago & Eastern Illinois, was in the city yesterday. He thinks, judging from the inquiry for cars, there will be an early improvement in business.

Capt. James Phillips, formerly passenger conductor on the J., M. & I., now superin-tendent of the Kentucky Union, is visiting friends on the J., M. & I. line.

John Haney, who for many years ran an engine on the Wabash road between Lafayette and Springfield, but who, a few months ago, went to the Iron Mountain road, died on Sunday quite suddenly. Superintendent Mansfield, of the Indianapolis & Vincennes, has just completed the work of erecting new telegraph poles the

whole length of the road, and the string-

ing of a third wire will be commenced at once from Indianapolis to Vincennes. The banks on the line of the Evansville & Terre Haute are honoring the checks given to employes of that road for wages of July, which checks were not payable until Sept. 12. It is expected the company will be in shape financially to pay for Au-

gust service in cash. Benjamin Mason, who for thirty years ran into Indianapolis as a messenger of the American Express Company, writes a friend that he has just passed his seventyeighth birthday, and is in excellent health. He is now living with friends in New York

As soon as the Terre Haute car works can be gotten out of the hands of a receiver they will be rebuilt. Several parties have offered to furnish the money on long time. In years past this has been one of Indiana's most prosperous industries, and itseresumption of business will be cheering news.

State, and is pensioned by the company.

A Cincinnati paper announced, yesterday, under sensational head lines, an item which appeared in the Journal of Thursday last, to the effect that President Ingalls, of the Big Four, had turned the entire freight traffic over to Oscar Murray, vice president, relieving him of all anxiety in that

The Indiana Car-service Asso ciation will hold its quarterly meeting to-day in the office of General Manager Bacon. The superintendents of the Indianapolis lines will hold their monthly meeting this morning in the office of D. F. Whitcomb, general superintendent of the Union Railway Company.

Train lover the Big Four for Chicago, leaving at 11:20 A. M., will now haul two chair cars from Indianapolis daily. Yesterday in two hours the Big Four sent out fifty-four coaches, parlor cars and sleeping cars for Chicago, and the Monon and Pennsylvania lines had heavy Chicago trains in both directions.

The Kentucky and Indiana Bridge Company is experiencing trouble in raising the money to pay the semi-annual interest on the \$1,000,000 first five-per-cent. mortgage bonds. The New Albany Ledger says several meetings have been held to devise means for raising the money, and it is

hoped to do so within a few days. William Brewer, baggagemaster, and John Briscoe, the Adams express messenger, injured in the Panhandle wreck near Chicago, last week, who were thought to be fatally hart, are in a fair way to recover. In fact, the surgeons think the danger point is passed. Thus far thirteen deaths have resulted from this accident. The annual meeting of the Toledo, Peo-

ria & Western road was held at Peoria yesterday. The election was without contest. The present officers of the company will continue without change. President E. F. Leonard presented his annual report, showing gross earnings of \$986,382, expenses of \$740,407, and net earnings of

A general manager who is well informed as regards the past of the Evansville & Terre Hante, said, last evening, that the prosperity of the Mackey lines was due more to the untiring efforts of G. J. Grammer than to all other causes combined, and should the lines lose his services they will lose the only practical railroad man on the Mackey system.

The Evansville press is praising D. J. Mackey, and berating, in the most bitter terms, G. J. Grammer for his connection with the late receivership of the Evansville & Terre Hante. An attorney, in speaking of the matter, said that before the litigation is over retractions are likely to be made which will place Mr. Grammer in a more favorable light.

The Evansville & Terre Haute earned in August \$133,164, a decrease of but \$787 this year. Since Jan. 1 the road has earned \$906,549, an increase of \$54,824 over the corresponding eight months of 1892. The Louisville, Evansville & St. Louis earned in August 845,557. a decrease this year of .451, but since Jan, I the road has earned \$1.194,981, an increase of \$307,311.

The C., C., C. & St. L. earned in August \$1,221,181, a decrease as compared with August, 1892, of \$228,727. The road has earned since Jan. 1, \$9,086,611, a decrease this year of \$523.008. The Peoria & Eastern is not included in the above statement. While the gross earnings make so unfavorable an exhibit, the net earnings will compare more favorably with those of 1892.

Controller Woollen's Statement. City Controller Woollen yesterday wrote out the following interview relative to the charges recently made in the Journal:

"Have you anything to say about the Journal's strictures on your interview with

a reporter of the News?" "Yes. The Journal says that in the interview I went 'off on matter not inquired about,' to relieve my embarrassment. This is a mistake. I was asked by the reporter. if the city would have to make another temporary loan before the November settlement. I answered that I did not know; that it would depend on the way the taxes came in; that there would be fifty liquor licenses issued this month, which would bring the treasury \$25,000, and that all of it would go into the treasury. He asked me if the money for the liquor licenses had not gone into the treasury heretofore, I replied that during the Denny term a liquor license went out without the money going into the treasury, but that I didn't know that Mr. Denny should be held responsible for it, as the Mayor signs the licenses in blank; but, as Mayor Sullivan seems to be held responsible for all that is done by the city government, why should not Mr. Denny be held responsible for what was done during his administration of it? I have no cause to impeach Mr. Denny's personal integrity, and have never done so, but that there were dishonest men in some of the city offices while he was Mayor is an indisputable fact, and if he ever exposed them, or run them to cover,

I never have heard of it." As to Lieutenant Melville,

To the Editor of the Indianapolis Journal: The question having been asked, "How could Lieutenant Melville, an Englishman, become an officer in the United States navy?" permit me to explain and thus reheve that gentleman from what would appearan embarrassing position. Lieutenant Melville is not an officer of the United States navy, but an ex-officer of the Royal pavy of England. He has done gallant service for his country and is a thorough sailor. He is at present in the United States merchant service, being first officer of one of the finest vessels in the Anglo-American trade. In introducing him to the officers on the Kearsarge I introduced him as Lieutenant Melville of the United States navy. I this before I knew better myself, but Lieutenant Melville corrected me as soon as he could. Unfortunately, the mistake spread, and Lieutenant Melville was placed in a false position. I placed him aboard the Kearsarge as my assistant, where he fulfilled his duties ably; so well, indeed, that the Naval Association passed a resolution of thanks, commending him for his faithfulness. JOHN B. WIRT.

INDIANAPOLIS, Sept. 12. SETS of the G. A. R. edition of The Journal, Sept. 2 to 8, inclusive, will be sent to any address for 25 centa.

RULE IN THE IRON HALL CASE

Defendants Required to Answer the Complaint by Monday.

A Trial to Be Forced-Judge Winters Will Sign the Record Giving Failey the Fat Plum.

The plaintitis in the Iron Hall case upon whose petition receiver Failey was appointed in August of 1892 appeared in Room 1 of the Superior Court yesterday, and asked for a rule to answer against the defendants. Judge Winters granted a peremtory rule, requiring them to appear and answer the original and supplemental complaint or demur thereto on or before next Monday. The effect of this rule will be to bring the case to iseue and trial upon its

There is a question as to who the real defendants in the case now are. The original complaint and all the proceedings have been against the Supreme Sitting of the order, which at that time was Somerby, Walker, Davis et al. Since the filing of the original suit these men have all retired from office, and there are now two alleged Supreme Sittings. If either of these alleged Supreme Sittings want to appear to the action and defend the suit in court, it will require an order of court substituting them for the original defendants upon a showing that they are the Su-preme Sitting de facto. If both alleged Supreme Sittings should ask to be substituted in the cause it will devolve upon the court to decide which is the Supreme Sitting de facto and substitute it for the original defendants.

It is the general opinion among attorneys that if the Iron Hallers would cease the war among themselves and the two factions agree and come together in some concerted action they would be able to secure a dissolution of the receivership and have the funds turned back into their hands. If this is not done the receivership will probably be continued, and the fees of the receiver continue to be paid out of

the funds of the order. Judge Winters was asked yesterday if he would sign the record in Room I wherein Judge Taylor made the allowance of \$10,-000 to the receiver. He replied that he had no discretion in the matter. The order was made and signed by Judge Taylor, and that made it a complete record, and the signing of it after it was spread upon the records of the court did not affect it in any way. The record was made with the signature of Judge Taylor to the original order, and the signing of the completed record afterwards was a mere ministerial act which he could be compelled to perform by writ of mandate.

PREMIER STEEL WORKS CHARGES. Receiver McGettigau Makes Severe Allegations Against the Company.

The report of Receiver McGettigan, or the Premier steel works, which was filed several days ago, alleges that the directors of the company, at a meeting held on July 7, 1891, executed a mortgage to secure \$300,000 of bonds, and that this mortgage was not put or record until April 29, 1893. The receiver alleges that this was done to secure further credit, and he claims that it is fraudulent. He also says he found that \$100,000 of mortgage bonds had been deposited with the American Trust and Savings Bank Company, of Chicag : to secure payment of six notes aggregating \$70,000, issued by the company and indersed by C. W. DePauw and W. H. Coen. C. W. DePauw has the remainder of the bonds.
There is no record showing that the bonds had been disposed of or that coupons on them had been paid. Mr. McGettigan also claims that the transfer of stock for the "Adams patent" was illegal, and that C.W. and N. T. DePanw should be held for the payment of \$855,000 in stock. The report of the receiver has been turned over

AGAINST GRAND HOTEL COMPANY. Two Suits Filed in Justice Daniels's Court on Accounts.

to Probate Commissioner O'Brien, who will

make an investigation.

Two suits were filed in Justice Daniels's court yesterday afternoon against the Grand Hotel Company on accounts. One was by William L. Elder, the furniture dealer, for goods purchased to the value of \$165. Theother was by V. P. Evans, proprietor of the Fulton fish market, and was for fish sold the hotel. The original claim in this case was \$98, but the suit was for but \$48, the balance having been paid by check. In the justice's court Mr. Evans eaid that when he presented the bill for payment he was given a check on the State Bank of Indiana for \$50 in part payment. Upon presentation of the check at the bank he was told that there were no funds of the hotel there. A short time afterwards Mr. Evans saw a messenger from the hotel enter the bank and deposit funds, and immediately went over and presented the check a second time, when it was honored.

John Budenz's Case. In Justice Daniels's court, this morning. John Budenz will be given a hearing upon affidavits against him charging him with drunkenness, profanity and assault and pattery upon Lizzie Abromet, his divorced wife. Budenz was for years bookkeeper for L. S. Ayres & Co., and left the employ of that firm under a cloud. On April 6 his wife was granted a divorce from him by Judge Harper, and restored to her maiden name of Abromet. The affidavits against Budenz were filed by a brother of his divorced wife, and he was arrested at his home, on Shelby street. He was unable to give bond for his appearance, and in default was sent to jail to await trial,

Bank of Commerce Sues. The Bank of Commerce yesterday filed suit against the D. E. Stone Furniture Company, the Indiana Trust Company, assignee, Charles M. Cooper, trustee, and John O. Henderson, to recover \$10,000 alleged to be due upon seven notes and for the foreclosure of a mortgage executed to secure payment of the notes. The company, it is alleged, became indebted to the bank on account of an overdraft in the regular course of business. The other defendants are joined as parties to the suit to answer to an interest in the amount claimed by them.

Receiver McKay Will Remain, The petition for the removal of Horace McKay as receiver of the Emerson-Moore Desk Company was yesterday stricken from the files in the Circuit Court. Several weeks ago certain creditors of the firm filed a petition asking the removal of the receiver, alleging that in his execution of the trust he was favoring the stockholders to the damage of the creditors. The petitioners vesterday asked leave to withdraw their petition, which was granted by Judge

Against the Surviving Partner. Harry Bowser, as administrator of the estate of Benjamin Davis, deceased, yesterday, filed suit against William Martz, as surviving partner, for the appointment of a receiver to take charge of the partnership, assets and moneys due the firm at the time of the death of Davis. The amount is alleged to be about \$1,000.

The Wheels of the Divorce Mill. The rusty wheels of the divorce mill in Room 3, of the Superior Court, were started vesterday, after two months' idleness. The mill ground slowly, but turned out divorces on the petitions of James Rice against Caledonia Rice and Margaret Peters against Harry Peters. Both alleged

Receiver to Collect Rent. In Room 3, of the Superior Court, Judge Bartholomew yesterday appointed Charles Bookwalter receiver to collect the rents from a house owned by Ira Mendenhall. pending a sale upon a decree of foreclosure.

Echo of the Connor Receivership. Hibbard, Spencer, Bartlett & Co. yester-

W. Connor and Charles S. Whalen for \$2,000 alleged to be due for goods soid. The defendants have been engaged in business as the Connor Hardware Company, and went into the hands of a receiver on Mon-

Suit on a Dog Bite. Samuel Pitman filed suit in the Superior Court against Frank T. Sutter, asking damages in the sum of \$1,000 for a dog bite.

The Court Record. SUPERIOR COURT. Room 1-James M. Winters, Judge. John W. Wheatley vs. Jennie Shoemak-er et al.; mechanic's liep. Dismissed and coats paid.

Henry E. Oppenheimer et al. vs. Stephen D. Crane et al. Judgment for plaintiff for Room 2-J. W. Harper, Judge. Bridget T. Tarkey vs. Elizabeth Mahoney; damages. Dismissed by plaintiff at plaintiff's cost. Kate Miller vs. Caroline Buhneing et al.; foreclosure of mortgage. Dismissed by plaintiff at defendant's cost. John Mores vs. John W. Chambers et al.; to quiet title. Trial by court, Judgment

for plaintiff quieting title. Orange L. Runnels vs. Wm. F. Stilz; suit on note. Trial by court. Judgment for plaintiff for \$262.39. Horace L. Pattison vs. Wm. W. Edwards et. al.; foreclosure of mechanic's lien. Trial by court. Judgment against defendant for \$40. Room 3-Pliny W. Bartholomew, Judge.

James Rice vs. Caledonia Rice; divorce. Granted on cruelty. Charles F. Griffin vs. Ira M. Mendenhall; for receiver. Charles A. Bookwalter appointed receiver. Margaret Peters vs. Harry Peters; di-vorce. Granted on cruelty and name changed to Cook. Margaret Peters vs. Harry Peters et al.; support. Dismissed at plaintiff's costs.

Louis B. Smith was admitted to the bar on the motion of Arthur V. Brown. New Suits Filed. Joseph T. Roberts vs. Mirands J. Rhodes et al.; mechanic's lien. Room 2. Joseph T. Roberts vs. Tersey J. Roberts et al.; mechanic's hen. Room 3.

Albert C. Beaver vs. James Tobin et al.;
mechanic's hen. Room 2. Edward Harris vs. George W. Walker; | through the

replevin. Room 3. Harmon J. Everett et al. vs. Charles A. many changes Book walter et al.; to set aside conveyance. | which all women Charles F. Griffin vs. Harmon J. Everett have to et al.; to foreclose mortgage. Room 1. Samuel Pitman vs. Frank T. Sutter; damages. Demand, \$1,000. Room 1. Prox & Brinkman Manufacturing Company vs. Eckles A. Powell; on account. Room 1. Martha M. Griffin vs. Thomas McInerny et al.; to foreclose mortgage. Room 3.

Hibbard, Spencer, Bartlett & Co. vs. Re-

becca W. Connor and Charles S. Whalen;

on account. Room 2. CIRCUIT COURT. Edgar A. Brown, Judge. Abel A. Putnam vs. Abraham Selig; ac-

count. Judgment against defendant for Fred Kaffeman vs. Robert B. Jerusalem; account. Dismissed by plaintiff. May W. Barton vs. William R. Barton et al.; support. Dismissed by plaintiff. Elsie Leonard vs. William Leonard et al.: support. Dismissed by plaintiff. Thomas Wren vs. Adoiph Seidensticker et al.; street improvement lien. Dismissed by plaintiff.

William H. English vs. John Johnson et al.; foreclosure. Judgment against John Johnson for \$8,606.78 and decree of foreclosure. New Suits Filed.

Henry Bowser, Administrator, vs. William H. Martz; for receiver. Bank of Commerce vs. D. E. Stone Furniture Company et al.; notes and to foreclose mortgage. John H. Holliday vs. Dewitt Jordan and E. M. Eisenbeiss; possession of real es-

PRAYING FOR BOB INGERSOLL. Religious Fanatics Who Haunt His Office Thinking to Save Him.

White Colonel Ingersoll was discussing with a wealthy client a few days ago as to the best measures to be taken in a heavy railroad suit, his private secretary ushered into his office a couple, apparently man and wife, quite respectably attired. It is Colonel Ingersoil's custom to permit all his callers to enter his private office and there await him, instead of being obliged to sit in the outer room of his law offices. He does this out of pure good nature, but he

will do it no more. According to a story told to me yesterday by a clerk in Colonel Ingersoll's office the couple permitted to enter his private office last Tuesday morning suddenly startled the Colonel and his railroad client by kneeling down in the midst of his books and papers and erying out to the Lord "to save this great infidel."

"Lord! Lord! Oh, save and have mercy on this enemy of Thine, who hast done such great injury in Thy vineyard," the praying band shouted over and over. "Hold on there! Hold on! I am talking business to a client," exclaimed the "Leave off before it is too late and look

after the business of your soul. O. great infidel, we have come to saye you," cried | the exhorters. "That's all right, but for heaven's sake wait outside, will you, for mef I am thinking about railroads now." said the Colonel, as he began to lose patience.

His client suggested that he lealt in the police. His private secretary stood by, helpless, while the praying couple continued their exhortations. Suddenly they burst out in song: Division from the devil. Division from the wrong.

United in King Josus We'll send the cry along; For in His strength we'll battle And do our best to win From Satan all his minions-To Christ we'll bring them in "That will do! That will do!" shouted the Colonel. "I am a busy man."

But the praying couple only changed their tune and began again: At the judgment day, great sinner, When your sentence is passed while you wait, Oh, how you will plead for your pardon, But pleadings will then be too late.

So make a bold start, great sinner, Jesus will help you along; Sweetly and kindly He will guide you,

And He will put in your heart a new song. This last effort of the praying band was too much for the Colonel, who said a few things under his breath and left his private office in possession of the exhorters. Hair an hour later the Colonel returned and half opened his door and peeped in.

"Asve they gone?" he asked of his clerks. When assured that the praying band had left he ventured to his private office. He cailed in his stenographer and dictated the following, which was printed in big black letters on a piece of card board and hung in a conspicuous place in the main office:

..... I DON'T NEED SALVATION. All persons who wish to pray for me; have my permission to do so. kindly keep out of my private office until ROBERT G. INGERSOLL.

....... Ever since Colonel Ingersoll moved from Wall street up to his Nassau-street office, a year ago, he has had scores of religious cranks as callers, but his last visitors were the most persistent. His private secretary described to me some of the recent cranks he has had as visitors.

A few weeks ago an Englishman called on the Colonel and endeavered to get him to organize a new religion for all mankind. It was elastic enough to suit even the most hardened sinper or the man with religious scruples. He declared that he would bring a band of his followers down to the Colonel's office and pray there daily until the great orator was converted to this new religion. When the fellow appeared with a couple of praying companions he was handed a card on which the Colonel had written in his big. "I have gone to Europe. Will be glad to see you in the fall."

Shafer Captured the Fing. To the Editor of the Indianapolis Journal

In one of of your encampment issues you refer to some battle-torn standards that were captured during the war and now deposited at the Statehouse for safe keeping. Among those mentioned was one captured at Huntsville, Ala., by Capt. H. E. Lord. I claim the honor of capturing that flag. I Hibbard, Spencer, Bartlett & Co. yester- was then a Lientenant of Lord's Company day afternoon filed suit against Rebecce G. Thirty-seventh Indiana and he being

my superior officer claimed that he should report my captured flag to headquarters. and that was the last I saw of it. Instead of giving me the credit he must have claimed it for himself. I have the cord and tassels that I took with the flag now in my D. S. SHAFER. possession.

Late Lieut, and Capt. Co. G 37th Ind. KOKOMO, Ind., Sept. 12.

Force of Habit.

Philadelphia Times. The Anarchist's habit of holding up a warning finger in his meetings is partly the ontcome of his holding up one or two in the salcou.

SETS of the G. A. R. edition of The Journal, Sept. 2 to 8, inclusive, will be sent to any address for 25 cents.

The Change of Life.

Women nearing this critical period require strength, health, and cheerful spirits.

The sole aim of this time should be to keep well.

The invaluable aid always is Lydia E. Pinkham's Vegetable Compound.

The girl about to enter womanhood can find the same assistance from the same source.

Mrs. W. W. Culner, Palatha, Fla., writes: -'I was in ill health from

change of life. I took your compound and am now well. I recommend it as the best remedy for all weakness

from early life to the grave. All druggists sell it.

Address in confidence, LYDIA E. PINKHAM MED. Co., LYNN, MASS. Lydia E. Pinkham's Liver Pills, 25 cents.

EDUCATIONAL.

love for Health

Lydia & Sullow

Next session begins Tuesday, Sept. 12. Applicants for admission desiring credits for work done elsewhere, are required to furnish from former instruct ors exact statement of such work, together with cer tificate of standing attained therein. Time will be saved by submitting these statements at once (either by mail or in person).

SCOT BUTLER, Irvington, Ind.

A Pamphlet, "How and Where Shall

I Educate My Son," that may be of inestimable value to you and your boy, will be mailed free on application. Address, The REGENTS, GAMBIER, OHIO.

Indianapolis M USINESS UNIVERSIT E Leading College of Business & Shorthand.

Bryant & Stratton. Established 1850. When Block. Elevator day and night. 10,000 former students holding paying positions. Widely known. Our endorsement passport to best situations. Great railroad, manufacturing and commercial center. Cheap boarding. Large faculty. Individual instruction by experts. Easy payments. Enter now. Write today for Elegant Descriptive Catalogue and Paper free. Address HEES & OSBORN.

Girls' Classical School,

INDIANAPOLIS, IND. Twelfth year opens September 27. Prepares for all colleges for women. Boarding publis received into the school residence. THEODORE L. SEW-ALL, MAY WRIGHT SEWALL, INDIANAPOLIS, IND., 343 North Pennsylvania street. For catalogues and further information address 67 Maple street, Chicago, until September 20.

N. W. COR. CIRCLE AND MARKET STS. Instruction in all branches of Music, and in Elocution, German and English Literature.

Fifth year opens Sept. 11. Entrance examinations on the 8th and 9th. For catalogues or other information call at the office or address CLARENCE FORSYTH. BOYS' CLASSICAL SCHOOL. The next session will begin on MONDAY, SEPT. 18, at 783 North Delaware street, where beautiful rooms have been provided. Boys and young men prepared for HARVARD, YALE or any institution of higher learning, as well as for business. More than ordinary care given to quite young boys. Call on or address L. R. BAUGHER.

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Owing to the meeting of the G. A. B. the opening of the above school has been postponed to Sept. 18 Fortieth year begins Sept. 20. Beautiful and healthful location, fifteen miles north of Cincinnati. Best facilities, with special family care and super-REV. L. D. POTTER, D. D., GLENDALE, OHIO. LAKE MILITARY ACADEMY, ASTER Advantages-A well disciplined school. Experienced Teachers. Location near Cornell University. Term begins Sept. 14, 1893. For illustrated circular address Col. C. J. WRIGHT, B. S., A. M., Principals Or ALFRED K. MCALPINE, A. M., 122 and 124 W. Franklin St., BALTIMORE, MD.

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